City of Bellevue

MEMORANDUM

DATE: March 3, 2009

TO: Transportation Commission

FROM: Kevin McDonald AICP, Senior Transportation Planner
Bellevue Transportation Department
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SUBJECT: Multi-Modal Concurrency Pilot Project

Purpose

The City of Bellevue, the Puget Sound Regional Council (PSRC), King County Metro, and Sound Transit are participating in a "Multi-Modal Concurrency Pilot Project". Outcomes from this project are expected to be a methodology for predicting multi-modal system capacity and a concurrency measurement template that considers all modes in peak periods. This template could potentially be used by Bellevue and other cities with regional growth centers (as determined by Vision 2040, the four-county adopted regional plan).

Staff will provide a briefing on this project. No action is requested of the Commission.

Background

Growth Management Act

The Growth Management Act (GMA) requires local jurisdictions to have in place, or to have funded, necessary transportation facilities "concurrent" with new development. This concurrency provision provides a link between land use development and transportation infrastructure investment, based on adopted level of service (LOS) standards.

Different cities in the state, and in the Puget Sound region, take a different approach to LOS and concurrency. The Washington State Legislature has been reviewing and revising the GMA concurrency law and requirements contained therein. In 2001 the State funded an analysis of concurrency in Bellevue, Kirkland, Issaquah, and Redmond (the Eastside Concurrency Study), and in 2005, they authorized a study of multimodal concurrency to analyze ways that transit, walking, and other modes could be incorporated into local concurrency systems. Additionally in 2005, a change was made to the statute governing Regional Transportation Planning Organizations (RTPOs), including the PSRC, requiring them to address concurrency in regional growth centers (including Downtown Bellevue) during the

development of regional transportation plans. More specifically, regional growth centers will need to include measures that are vehicle oriented during off-peak periods, and multimodal for peak periods.

In 2008 the Legislature funded a study of multimodal concurrency to further explore methods of quantifying alternative transportation modes and incorporating them into local concurrency management programs, based on the law passed in 2005. The Legislature allocated $150,000 to the Joint Transportation Committee to conduct the study focusing on multimodal concurrency analysis within a designated regional growth center. Downtown Bellevue was elected as the pilot regional growth center for the analysis.

Puget Sound Regional Council/City of Bellevue Pilot Project

In response to this legislative proviso, the Puget Sound Regional Council and City staff - together with staff from King County Metro and Sound Transit - have jointly started working on an analysis that would use Downtown Bellevue as the "pilot" regional growth center to determine how the approach outlined above might work. The proposed pilot project will focus on Downtown Bellevue with the intent of developing a pilot "multimodal concurrency" measurement, methodology and template that other jurisdictions could apply to manage travel demand and potentially incorporate into their concurrency management systems. This work will also be incorporated into the PSRC *Destination 2030* Update.

The pilot project will focus on the following:

- Articulating and comparing current multimodal concurrency policies and procedures;
- Estimating and analyzing total person trip needs (for all modes) based on adopted land-use targets in Downtown Subarea Plan in Bellevue;
- Identifying the number of trips that can be accommodated by existing multimodal capacity and planned roadway/intersection, transit service, and non-motorized improvements;
- Identifying "the gap" for each mode between projected trips and projected system capacity;
- Using a market-based analysis to identify specific market segments and the feasibility of shifting trip demand to non-SOV modes and telecommuting;
- Identifying prior transit markets and operational improvements to improve transit ridership and performance;
- Based on the analysis undertaken above, working to understand how multimodal trips could be measured and assessed for purposes of a modified concurrency measurement system. The results of this will be a

template that can be used by other regional growth centers to measure their own multimodal system.

While the focus of the work will be on developing a prototype that could be used for regional growth centers throughout the region, city staff are hopeful that the project will also produce information and findings that will help us move forward with our own Downtown plan implementation efforts.

Timeframe

Work is underway and the final report is expected to be complete in July 2009.